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INDIANA "SKY TROOPERS" PATROL ROADS

Indiana State Police troopers are taking to the air to spot rural traffic violators. On sighting a violation through field glasses from the State Police plane, the observer then radios a trooper below who personally checks the driver. The enforcement technique is directed against speeding, following too closely, improper turns, passing on hills and curves, disregarding stop signs and other moving infractions. In the photograph, an air-ground police team coordinates plans for the day's patrol.

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FILMING TRAFFIC VIOLATORS
OFFICER-VIOLATOR CONTACTS
THEFT PREVENTION IN ACCIDENTS

TRAFFIC DIGEST & Review

QUAE CUM QUE SUNT VERA
NORTHWESTERN

The

Traffic Digest & Review

OF THE TRAFFIC INSTITUTE, NORTHWESTERN UNIVERSITY

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This publication is produced to serve as a source of information and a medium for the expression of responsible opinion in the street and highway traffic field. From time to time there will appear herein expressions of opinion that do not necessarily reflect official Traffic Institute policy.

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Here's Institute's 1955-56 Class

Thirty-one men will attend the Traffic Institute's 1955-56 Traffic Police Administration Training Program, beginning September 22 and continuing through the academic year.

Twenty-three of the officers will attend on grants-in-aid provided by the Kemper Foundation for Traffic Safety, Chicago, and eight will attend as tuition-paying students.

The Kemper Foundation, sponsored by the Lumbermens Mutual Casualty Company and the American Motorists Insurance Company, gave sixteen $1,650 fellowships and seven $675 tuition scholarships to the class.

Kemper Fellowship Winners:

Sgt. Quentin L. Weaver, Dade County (Fla.) Sheriff's Patrol
Dir. Public Relations Grady Gilmore, Mississippi Highway Patrol
Sgt. Willard Orcutt, Jr., Maine State Police
Asst. Supt. Ralph M. Wood, No. Dakota Highway Patrol
Cpl. Leo E. Daney, Delaware State Police
Sgt. Joseph L. Fitzmorris, Louisiana State Police
Capt. Walter Eichen, Illinois State Highway Police
Ptlm. Frank H. Barrett, Schenectady, N.Y., Police Department
Capt. Rufus S. Trigg, Jr., Baton Rouge, La., Police Department
Sgt. Harold D. Edwards, Houston, Tex., Police Department
Sgt. Leonard I. Johnson, Denver, Colo., Police Department
Sgt. Willard Bunn, Raleigh, N. C., Police Department
Ptlm. John C. Kirwan, Medford, Mass., Police Department
Det. Louis J. Sirgo, New Orleans, La., Police Department
Sgt. William H. Schroeder, Cleveland, Ohio, Police Department
Ptlm. Joseph B. Gudenburr, Jr., Pittsburgh, Pa., Police Department

Kemper Scholarship Winners:

Sgt. William F. Harrell, Ohio State Highway Patrol
Lt. Donald F. March, Miami, Fla., Police Department
Sgt. Jack Feindt, Chicago Police Department
Sgt. Ernest R. Darling, South Portland, Me., Police Department
Ptlm. Michael Kepchar, Gary, Ind., Police Department
Ptlm. Donald Taylor, Chicago Park District Police Department
Lt. Joseph Koren, Pontiac, Mich., Police Department

Tuition-paying students:

Lt. H. C. Kockos, Dallas, Tex., Police Department
Lt. Thomas E. Reilly, Port of New York Authority
Four Officers representing the Air Provost Marshal General, U.S. Air Force, to be named
Chief Mehmet Burhanettin Ozkui, Turkish Federal Police
Chief Ferit Hasan Kubat, Turkish Federal Police.

Announce Staff Appointments and Transfers

IMPORTANT appointments and transfers of staff members of the Traffic Institute and of the Traffic Division of the International Association of Chiefs of Police have been announced by Ray Ashworth, acting director of both organizations.

GEORGE W. BARTON, for many years traffic engineering instructor and consultant for the Institute, has been appointed director of the newly-created Traffic Engineering Division on a part-time basis, while continuing his private practice as a traffic engineering consultant.

GEORGE LARSEN, JR., has been transferred from the course development section of the Training and Extension Division to the Administrative Division as a technical writer.

THEODORE LOVELESS has been transferred from the position of assistant director of extension work in the Training and Extension Division to the course development section to replace Mr. Larsen.

D. C. SNEDAKER has been transferred from the position of West Coast field representative of the IACP Traffic Division and the Institute to the Evanston office to be in charge of extension work.

ELBERT HUGUNIN, director of the Division of Driver Examining for the State of Indiana, has been appointed to the Training and Extension Division to replace Paul C. Keller, who resigned to enter private business in Utah. Mr. Hugunin will continue Mr. Keller's work in the motor vehicle administration field.

ROBERT P. SHUMATE, JR., of the Maine State Police, a Class of '54 graduate of the Institute's Traffic Police Administration Training Program, has been appointed to the field staff of the IACP Traffic Division and the Institute.

CHARLES S. FABIAN, of Jackson, Mich., a classmate of Mr. Shumate's in the TPATP, also has been appointed to the field staff. A member of the Jackson Police Department while attending the Institute, Mr. Fabian more recently has been assigned to the office of the city traffic engineer.

LYNETTE SMITH has been transferred from the position of office manager to that of administrative assistant to the director and to the director of the Field Division.

SHIRLEY VANDERMARK has been promoted to office manager from the position of assistant office manager.

BARBARA KLEINKE has been promoted to assistant office manager from assistant dictaphone operator.

* * *

Accidents kill more children aged 1 to 14 years than any disease.
—from Accident Facts

They Shall (or Shall Not) Pass

(*From* Release, *published by the National Commission on Safety Education of the National Education Association.*)

AMONG the motorists summoned before a traffic court, few show more dismay concerning the reason for their presence than those who passed a standing school bus. Although one cannot condone the violation, there seems to be some basis for understanding how the violation may have occurred.

Here are reasons motorists have given in defense of their action: "I didn't know it was illegal to pass a stopped school bus;" "I slowed down, and then cautiously went on;" "I did stop, then went on because no one was crossing the street;" "Why should I stop? I was going the other way;" "I thought the bus was just parked;" "I didn't know it was a school bus."

And very often the reason is followed by the popular refrain, "Where I come from, we don't . . . "

These reasons may sound like alibis for traffic violations quickly fabricated by disgruntled motorists. But a study of state laws governing the passing of a stopped school bus will show a variety of permissions and prohibitions which might conceivably create legal difficulties for a motorist if he is a new resident of another state or is merely traveling through.

These differences have been clearly and graphically presented in the report, "State Laws on Stopping for and Passing School Buses," by Dr. E. Glenn Featherston, director of the Administration of State and Local School Systems, U.S. Office of Education. Featherston points to the increasing attention which public officials are giving to the safety of children being transported by school buses. One of the greatest hazards recognized in the transportation process is the loading and unloading of buses. To combat this hazard, states with increasing frequency since 1930 have passed laws designed to regulate traffic where buses stop for children. All 48 states have such a law, Featherston points out.

In an effort to obtain uniformity in the regulation of traffic when a school bus has stopped, the National Committee on Uniform Traffic Laws and Ordinances has recommended in the Uniform Vehicle Code a version of the law which has been widely adopted by the states. Section 11-707, paragraph (a), "Overtaking and passing school bus," reads as follows:

> The driver of a vehicle upon a highway outside of a business or residence district upon meeting or overtaking from either direction any school bus which has stopped on the highway for the purpose of receiving or discharging any school children shall stop the vehicle before reaching such school bus when there is in operation on said school bus a visual signal as specified in section 12-218 and said driver shall not

proceed until such school bus resumes motion or is signaled by the school-bus driver to proceed or the visual signals are no longer actuated.

The visual signal referred to in section 12-218, paragraph (b) is described as follows:

> Every bus used for the transportation of school children and every authorized emergency vehicle shall, in addition to any other equipment and distinctive markings required by this act, be equipped with signal lamps mounted as high and as widely spaced laterally as practicable, which shall be capable of displaying to the front two alternately flashing red lights located at the same level and to the rear two alternately flashing red lights located at the same level, and these lights shall have sufficient intensity to be visible at 500 feet in normal sunlight.

It is probable that if all states were to adopt these provisions of the Uniform Vehicle Code, some of the present misunderstandings of motorists could be eliminated. Although this uniformity has not yet been achieved, progress in that direction is continually made.

Featherston has studied the laws existing in the states and has charted the requirements of each in several catetories: "Direction of travel affected," "When traffic must stop or slow down," "Action of traffic," "When traffic may proceed," "Action of vehicles on separate roadway," "Bus marking required," and "Marking when not used as a school bus." He thus made it possible to compare each state law with the law of other states and with the one recommended in the Uniform Vehicle Code. He indicates, however, that the report does not show "all the conditions that may have been attached by various states to the general provisions of the school bus stop laws."

The report reveals that the law in 44 states requires traffic going in both directions to stop when meeting a stopped school bus. Of the four other states, Connecticut and Michigan require only traffic overtaking a school bus from the same direction to stop, and Colorado and Utah require only that traffic must slow to 10 mph when approaching a school bus from either direction.

Stopping or slowing down is necessary when a bus receives or discharges pupils in 44 states. Some variations in the signals given by a bus to indicate a stop exist among the laws. Nine states specify that a signal arm should be extended or set, six specify that flashing red lights should be displayed, and two merely refer to the stopped school bus as the signal.

A variety of signals for traffic to resume is specified in state laws. Most, however, fall within three general categories: when the bus resumes motion or the driver signals to proceed; when the stop signal is withdrawn; and when all pupils have boarded or disembarked from the bus.

Traffic approaching from the opposite direction on a divided highway is not required to stop in 22 states; in New Jersey traffic must reduce speed to 10 mph.

Although not necessarily included as a part of the "Stop Law," regulations for identification marks on the bus are included. The markings in 22 states follow the Uniform Vehicle Code by requiring "School Bus" to be marked in eight-inch letters on the front and rear of the bus. The required height of the letters in other states varies from four to six inches. Laws in 31 states require some method for concealing the school bus marking when the bus is used for other purposes.

In his study of state laws, Featherston has made the following observation:

> Although there are many differences in the laws themselves there are many more which arise from state standards or state operational practices. For example, there are great differences in informing motorists when buses are going to stop to load or unload pupils. Some states use a stop-arm, some use flashing red lights, and some do not require such signal but leave it to the motorist to find out from observation when he should stop. When flashing red lights are used they have varied in size and in placement. These lights may be operated by the brake pedal, by the bus door or by a manual switch. In some states the stop-signal may be operated 500 yards before the bus comes to a stop, in others only after the bus has stopped. In some states the bus pulls out of the lane of traffic, in others it does not. In some states the pupils must cross the road before the bus leaves, in others the bus leaves them standing by the side of the road. There are also many variations in the method of getting traffic into motion after the bus has loaded or unloaded.

In conclusion, he says:

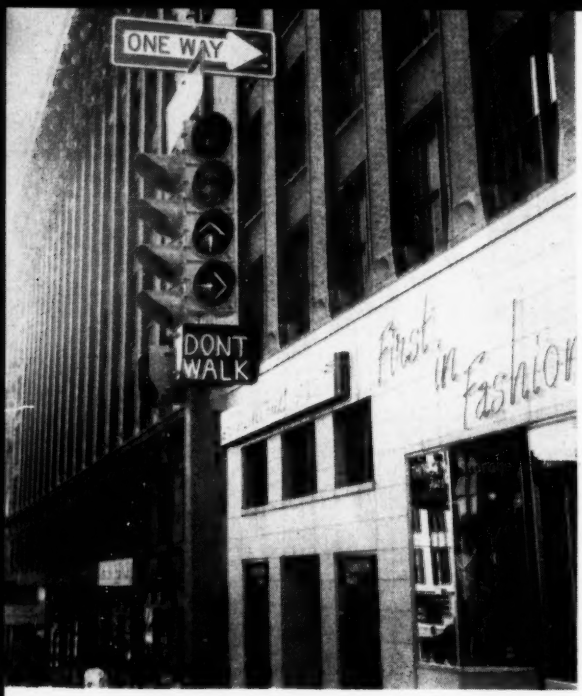
> It is obvious that these laws will be most effective when they are understood by the motorist. It is equally obvious that a motorist traveling outside of his own state is most likely to understand these laws when they are like the one in his own state. More than 20 years of experience with these laws should yield information on their strong and weak points and should suggest ways in which they should be improved. Such study should be a part of any drive toward the achievement of greater uniformity in these laws.

Regardless of the differences, however, the responsibility for knowing and following the laws of each state lies with the motorist. If he is in doubt, the best policy is to follow the Uniform Code: when approaching a stopped school bus from either direction, stop; proceed only after the bus is again in motion or after the driver has signaled traffic to continue.

* * *

TRAFFIC CLINIC FOR NEWSPAPERMEN

The fifth annual traffic safety clinic for newspapermen will be conducted Sept. 14-16 in Evanston, Ill., under the joint auspices of the Traffic Institute, the Medill School of Journalism of Northwestern University, and the Inland Daily Press Association.



Pedestrian and Turn Controls in Downtown Omaha

by

BURT WHEDON
Director
Department of Street Transportation
Omaha, Neb.

LATE IN 1953, the City of Omaha was contemplating a comprehensive one-way street plan for the downtown district. The one-way system itself was simple enough, but we came immediately to the perennial problem of what to do about the congestion of turning vehicles caused by conflicts with pedestrians at crosswalks.

With all other turning conflicts eliminated and the expected increase in turning movements brought about by the one-way system, this "pedestrian-turning vehicle" conflict was certain to be the greatest single cause of vehicle congestion.

The "scramble" system, although it had captured the public fancy, was not the answer for Omaha. The 60-foot streets in downtown Omaha would require that at least 25 seconds of each cycle be allotted to the "All-red—Walk" phase. Sixty seconds is the longest cycle that can be used and still provide a reasonable (17 miles per hour) speed of progression through the system. Only the remaining 35 seconds of the total cycle could be allocated to vehicular movement and it was obvious that the reduction in turning conflicts could not overcome this loss in green time.

For a solution to the problem we turned to a variation of a pedestrian control system that had been in operation in Omaha for several years. At five intersections neon "Walk - Don't Walk" signals had been installed. They were set so that the "Walk" appeared at the beginning of the green phase. After 17 seconds the "Don't Walk" appeared. In theory this assured that the crosswalk would be cleared before the yellow signal appeared and would permit a few vehicles to make a right turn before the signal went red. In practice, however, the pedestrians generally ignored

the "Don't Walk" with the result that few vehicles could make the turn.

While a concentrated education and enforcement program might have secured much better pedestrian cooperation we hoped to devise a system which would be very nearly self-enforcing. Our answer was to put the "Walk" interval in the last part of the green phase, permitting the vehicles to turn before the pedestrians crossed. The theory: obedience to the "Don't Walk" would be secured by pedestrians' reluctance to step out in front of the turning cars. It was necessary to hold back the pedestrians on only the two "downstream" crosswalks since the "upstream" crosswalks have no pedestrian-vehicle conflicts.

The turn arrow was used to give a positive indication to turning vehicles that they were permitted to turn. The right (or left) arrow goes off when the "Walk" comes on and stays off for the remainder of the cycle. The details of the signal cycle follow:

Time	*Northbound*						*Eastbound*				
(seconds)	*Vehicles*	*Pedestrians*					*Vehicles*	*Pedestrians*			
		Upstream		*Downstream*				*Upstream*		*Downstream*	
9	↑ →	Walk		Don't	Walk		Red	Don't	Walk	Don't	Walk
1	↑	"		"	"		"	"	"	"	"
8	↑	"		Walk			"	"	"	"	"
9	↑	Don't	Walk	Don't	Walk		"	"	"	"	"
3	↑ Yellow	"	"	"	"		"	"	"	"	"
9	Red	"	"	"	"	↑	←	Walk	"	"	"
1	"	"	"	"	"	↑		"		"	"
8	"	"	"	"	"	↑		"		Walk	
9	"	"	"	"	"	↑		Don't	Walk	Don't	Walk
3	"	"	"	"	"	↑	Yellow	"	"	"	"

Our pedestrian and turn control system was installed at the 15 downtown intersections having the heaviest pedestrian traffic. It was put into operation simultaneously with the inauguration of the one-way system. Pedestrians and drivers alike have caught on to the system very well. We had anticipated that after the right or left arrow went off that drivers wanting to turn would stop and wait for the next cycle. We found, however, that as soon as the crosswalk cleared of pedestrians the drivers would make their turn as long as the green "straight ahead" arrow was still on. Although this was more or less in violation of the signal it added materially to the number of turns that could be made per cycle and it has been permitted to continue.

Drivers have generally made it a practice to turn from the inside lane as well as the outside lane. This has increased the turning capacity materially although it does introduce conflicts between a vehicle in the outside lane going straight and a vehicle turning from the inside lane.

Pedestrians at first objected to the short eight-second "Walk" period. They have come to understand that they have an additional twelve sec-

onds to complete their crossing after the "Don't Walk" appears and these objections have subsided. During the busiest part of the day some congestion is evident on the heaviest downstream crosswalks. The normal pedestrian volumes of about 1500 per hour cause no congestion but when the volume increases to approximately 3500 per hour there is congestion in the 20-foot crosswalks and some straggling across after the signal has changed. We have given some thought to widening our downstream crosswalks to 40 feet by removing one meter space on each side of the street.

At a typical intersection during the peak evening period 1200 vehicles per hour are entering from one leg and 260 of these are making the turn. Congestion to turning vehicles is still evident as shown by one study which indicated that during the peak period the average delay to all vehicles in the outside (turning) lane was found to be about 46 seconds per vehicle. At the intersection having the heaviest turning movement we have been able to effect an uneven split of the cycle and are handling about 500 right turns per hour from one leg.

Although our pedestrian and turn controls appear to be doing an adequate job of handling the turn problem, there is no doubt that this is still the greatest single source of congestion in our one-way system. Elimination of this congestion remains a challenge to the boldest and most inventive of traffic engineers.

* * *

WE HAVE NO CORNER ON THE TRAFFIC PROBLEM

Is the heavy toll of street and highway deaths in the United States an exception to the rule, or is such tragedy taking place throughout the world?

A group of European news correspondents recently conducted a survey to try to provide an answer.

London reported that British road deaths are climbing and promise to continue to do so. Italy said, in ratio of cars to population, it has the highest road accident toll in Europe. In number of deaths, Austrian traffic is most costly on the continent. Finland testified that every tenth car in its capital city of Helsinki was involved in a traffic accident in 1953.

Switzerland, however, proved to be the happy exception. Despite a great increase in road traffic since the war, the number of accidents has grown far less rapidly. The Swiss credit this to a thorough driver education program carried on through the schools.

Communities in this country in which such programs exist also usually show a much better safety record than prevails elsewhere. It follows that the extension of such programs is only a commonsense "must."

—*Carolina Highways*

RADAR

Your Protective Shield

(*From a leaflet prepared and distributed by the Virginia State Police*).

RADAR as an aid to speed-law enforcement was first used on Virginia highways, July 1, 1954. During that year, our traffic deaths numbered 810, which was a very healthy reduction from the 904 experienced the preceding year.

We believe the present slaughter on our highways justifies every possible method of combatting it. Accordingly, the use of radar will be continued in force as an adjunct to the regular patrol method. Radar may be used in many ways other than from an automobile parked at the roadside and will be so used. Now, the violator may no longer feel secure from arrest so long as he does not see the device.

Please remember that a conviction obtained by radar is just as valid as any other in causing the suspension of operators' licenses and that the "second offense" speed law stands directly behind the device. Radar is strictly for those who violate our conspicuously posted and reasonable speed limits. No one who stays within them need have any fear whatsoever of it. All devices are carefully checked before and after each use.

As long as you observe these limits and keep your eyes on the road ahead rather than divert them to the roadside, you will not be arrested for speeding, and your chances of avoiding a traffic crash will improve far more than you may realize.

Your Department of State Police feels mass arrests to be distasteful. However, it is the individual driver who is causing them to increase to the point where the State Police alone arrest in excess of 100,000 persons each year for traffic offenses and this number continues to increase.

Law observance not only prevents arrests but is the mark of a good citizen. It is a strong factor in determining whether you live, die or kill.

KNOW THE LAW

by
ROBERT L. DONIGAN
Counsel
and
EDWARD C. FISHER
Associate Counsel
The Traffic Institute

JUDICIAL NOTICE OF RADAR APPROVED

IN THE FIRST decision by any court of last resort in which radar evidence was involved, the Supreme Court of New Jersey not only affirmed a speeding conviction based on the use of the radar speedmeter but also held the accuracy and reliability of that device to be of such common knowledge as to justify the courts in taking judicial notice thereof.

Thus radar finally has come of age! It has arrived at maturity, to take its place along with a vast array of other scientific processes and devices, the reliability of which has long since been accepted by the courts without preliminary proof. One has only to reflect that such inventions as watches, clocks, barometers, X-ray machines, photography, fingerprinting and a host of other scientific discoveries and developments all have had to undergo the same process of testing in the courts before their findings became acceptable as a matter of course. Significant in this respect has been the judicial experience of the speedometer, once a strange new contrivance regarded with skepticism, but now the readings of which are admitted in motor vehicle cases practically without challenge.

The same has now occurred in the case of radar. In *State v. Dantonio*, 115 A.2d 35 (June 20, 1955), the defendant was the operator of a Quaker City bus driving north on the New Jersey Turnpike. His vehicle came within range of a State Police radar unit which recorded his speed at 69-70 miles per hour, in violation of the 60-mile limit. A conviction by Judge Fuchs of the Municipal Court of Milltown, N.J., was affirmed by the Middlesex County Court (31 N.J. Super. 105, 105 A.2d 918, May 27, 1954). At the trial in County Court, Dr. Kopper, a qualified electrical engineer associated with Johns Hopkins University and author of the article "The Scientific Reliability of Radar Speedmeters," 33 No. Car. Law Review 343 (1955), testified as to the principles and operation of radar and its reliability in speeding cases. In reviewing his testimony, the Supreme Court emphasized "that all types of error actually suggested during the trial would result in lower radar readings thus favoring the car."

As to possible errors of this type, the court said: "In any event, the possibility of error would not wholly deny the admissibility of the radar evidence but would simply affect its weight; the State concedes that the readings were not conclusive but merely constituted admissible evidence to be weighed by the trier of facts along with all other evidence which was logically relevant."

This latter language is strongly reminiscent of the pronouncement of the Supreme Court of Washington in the classic speedometer case, *City of Spokane v. Knight*, 96 Wash. 403, 165 P. 105 (1917), in which the court said: "It cannot be said therefore that because speedometers may get out of order, rates of speed may not be measured by instruments manufactured for that purpose, and which usually give approximately correct rates of speed." Likewise, it brings to mind the words of the Kentucky Court of Appeals in another leading scientific speed check case, *Carrier v. Commonwealth*, 242 S.W.2nd 635 (1951): "We have long accepted the testimony of police officers based upon the calibrations of a speedometer as competent evidence, even though it is a matter of common knowledge that various degrees of friction, temperature of the atmosphere, air pressure in the tires and other factors affect the operation of the instrument to some extent * * *" (See "*Electronic Speed Meter Evidence*" *Traffic Digest & Review*, February, 1954.)

JUDICIAL NOTICE APPROVED

In practically all of the reported cases dealing with the admissibility and effect of radar evidence, the main question at issue has been as to the sufficiency of the state's foundation to prove accuracy and reliability of the device. Until the present *Dantonio* case, all of these have been decisions of lower courts, and they seemed to proceed on the theory that accuracy and reliability of radar devices could be established only by the testimony of expert witnesses. Such witnesses are not always readily available. These rulings brought on the familiar spectacle of the prosecution proving reliability by the same expert witness, before the same judge, in case after case in the same court, involving the same radar unit, notwithstanding its scientific accuracy had long since been recognized and accepted by the general public. (Judicial notice has been held to mean that the judge on the bench is at least as well informed in matters of common knowledge as the man in the street.)

In sweeping away the artificial formalities of the old rule requiring affirmative proof, the New Jersey Supreme Court said: "Through the years our courts have properly been called upon to recognize scientific discoveries and pass upon their effects in judicial proceedings. When fingerprint evidence was not accepted as universally as it is now, the Court of Errors and Appeals was required to deal with the contention that the trial court had erred in permitting an expert to testify as to the art of

fingerprinting and its use as a means of identification; in holding that the testimony had properly been admitted, Justice Minturn in *State v. Cerciello*, 86 N.J.L. 309, 314 (E. & A. 1914) aptly said: 'In principle its admission as legal evidence is based upon the theory that the evolution in practical affairs of life, whereby the progressive and scientific tendencies of the age are manifest in every other department of human endeavor, cannot be ignored in legal procedure, but that the law in its efforts to enforce justice by demonstrating a fact in issue, will allow evidence of those scientific processes, which are the work of educated and skillful men in their various departments and apply them to the demonstration of a fact, leaving the weight and effect to be given to the effort and its results entirely to the consideration of the jury.' * * * Today no one questions the general accuracy and effectiveness of the art, and expert proof has long been replaced by judicial notice. * * * Similarly, courts no longer require expert proof that x-ray machines, cardiographs and similar scientific devices used by the medical profession are trustworthy. * * * (Also) judicial notice may now be taken of the fact that a proper blood grouping test may exclude paternity . . . 'Their reliability as an indicator of the truth has been fully established . . . The law does not hesitate to adopt scientific aids to the discovery of truth which have achieved such recognition.' "

PUBLIC GENERALLY AWARE OF RADAR OPERATION

Continuing, the court said: "Since World War II members of the public have become generally aware of the widespread use of radar methods in detecting the presence of objects and their distance and speed; and while they may not fully understand their intricacies they do not question their general accuracy and effectiveness. Dr. Kopper has pointed out that, in contrast to other radar methods, the method actually used in the speedmeter is rather simple and has been adopted by many law enforcement bodies; a recent tabulation indicates that speedmeters are being used in 43 states by almost 500 police departments. See *Radar Traffic Controls*, 23 Tenn. Law Rev. 784 (1955). The writings on the subject assert that when properly operated they accurately record speed (within reasonable tolerances of perhaps two or three miles per hour) and nothing to the contrary has been brought to our attention; under the circumstances it would seem that evidence of radar speedmeter readings should be received in evidence upon a showing that the speedmeter was properly set up and tested by the police officers without any need for independent expert testimony by electrical engineers as to its general nature and trustworthiness. See Professor Woodbridge ("*Radar in the Courts*," 40 Va. Law Rev. 809 (1955)), at p. 814: 'Under the *Uniform Rules of Evidence*, already approved by the American Bar Association at its 1953 meeting, judicial notice 'shall be taken without request by a party . . . of such specific facts and propositions of generalized knowledge as are so universally known that

they cannot reasonably be the subject of dispute.' Radar speedmeters are now in this category. Why should the time of experts be wasted and the expenses of litigation be increased by compelling such men to appear in court after court telling the same truths over and over? While it is agreed that every reasonable doubt about the accuracy of new developments should promptly be resolved against them in the absence of expert evidence, there is no longer any such doubt concerning radar. Rather, the applicable maximum should now be, 'What the world generally knows a court of justice may be assumed to know.' "

The court also quoted from the writing of Professor Baer, "*Radar Goes to Court*," 33 No.Car. Law Rev. 355 (1955), who said there is now "more than adequate knowledge of the operation and accuracy of radar speedmeters in the area of science to which these devices belong to warrant their being accorded judicial recognition without the aid of expert testimony or legislative direction."

STATE TROOPERS COMPETENT TO TEST RADAR DEVICE

As to the matter of preliminary tests, the court said: "In the instant matter the State Troopers were sufficiently qualified to set up their radar speedmeter and the evidence indicated that they duly tested it before its use. They had then been operating it for many months and could readily observe whether it was in regular working order. They had no difficulty in reading the calibrated needle and the permanent graph and it was no more necessary that they actually understood the intricate electrical workings of the device than that they understood how their car speedometers work. They tested the speedmeter to see that it registered 'zero' when nothing was in range and they pushed a designated switch to 'test' position to observe that the needle reacted properly; then they compared radar readings with speedometer readings on their cars which were driven within range."

PROOF OF PRELIMINARY TESTS

As to the requirement that the particular device be shown to have been tested and in proper working condition at the time in question, the court indicated that it is not even essential that this be first shown, referring to cases involving other devices, particularly those collected in the note, 21 ALR2d 1200 (1952). Attention was directed to an English case (*Penny v. Nicholas*, 2 K.B. 466, All Eng. 89 (1950) in which the Court of Kings Bench held that a speeding conviction could be sustained on the basis of a police officer's speedometer reading without any affirmative proof that the speedometer had recently been tested. In this case, the English court cited other instances in which it had held that no preliminary proof of testing a stop watch was necessary prior to introduction of its reading, pointing out that "our courts receive evidence daily of readings on watches,

scales and other measures without affirmative proof of their testing; the defendant is, of course, at liberty to attack the readings through cross examination and otherwise and the ultimate determination is fairly left to the trier of facts."

RADAR GRAPH RECORD ENTITLED TO SPECIAL WEIGHT

The court distinguished this case from some of the earlier New York decisions on the ground that the latter involved only the testimony of police officers as to the reading shown by the meter needle, whereas in the *Dantonio* case this sort of evidence was bolstered by the permanent recording graph.

PUBLIC POLICY FAVORS USE OF SUCH EVIDENCE

Placing itself definitely on record as being in favor of the adoption of modern scientific methods in traffic law enforcement the court concluded: "While it is vital under our basic concepts of justice and due process that every individual accused of a speeding violation be afforded a fair hearing and be not adjudged guilty without evidence which convinces beyond reasonable doubt, it is equally vital that no unnecessary obstacles be placed in the State's efforts to deal fairly and effectively with a public threat which has reached staggering proportions. The number of highway accidents is appalling and speed is generally recognized as a factor particularly where fatalities and serious injuries are involved. * * *.
In dealing with this as well as other law enforcement problems, enlightened officials properly avail themselves of scientific discoveries as soon as their reliability appears and modern courts of justice may not rightly lag far behind. We are satisfied that readings on radar speedmeters which have been set up and operated in the manner established by the evidence in the instant matter constitute legally admissible evidence which may readily support a finding of guilt by the trier of the facts."

SIGNIFICANCE

The *Dantonio* case marks an important milestone in the constant struggle to improve traffic conditions and detect the violations of those who jeopardize the safety of others on our streets and highways. The decision serves to clear the air of many of the common misconceptions as to the admissibility of radar evidence. Remarks heard now and then would indicate the notion that there is something mystical and remote about "radar," whereas it has come to be a well recognized and commonly understood method of checking speed. Radar has become a household word and as Judge Ward said in *People v. Offerman*, 125 N.Y.S.2d 179, (Supreme Court, Erie County, New York, Oct. 21, 1953): "The science which embraces electronics is wonderful and mystifying. It brings into our homes voices from the far side of the world . . . With searching eyes it peers into the heavens, alert to detect the approach of a foe by air.

It guides giant missiles at supersonic speed into outer space, probing its mysteries, and from great heights detects an enemy target selected for destruction. In a hundred other ways it touches our lives today." We know these things and accept them; it is logical that the courts should do the same.

Other such devices and processes which have proved of great value in the traffic law enforcement field—chemical tests for intoxication— scientific estimation of minimum speed from skidmarks, stopping distances of vehicles under various conditions—may now come in for broader recognition and acceptance by the courts. Chemical tests for intoxication have been recognized as reliable by some 21 state legislatures and they are commonly accepted by the general public. The reasoning expressed in the *Dantonio* case should apply with equal force to these. Here and there, also, we notice the appellate courts beginning to approve judicial notice of vehicle stopping distances and the estimation of speed from skidmarks. Such developments further confirm the evolution of the law as a vital force adaptable to the fast changing pace of modern living. They strengthen the arm of the traffic law enforcement agencies by facilitating the use current scientific know-how in the detection and conviction of violators. The *Dantonio* case will prove to be of great importance in this field.

* * *

DALLAS BANK ESTABLISHES POLICE SCHOLARSHIP AWARD

Lt. H. C. Kockos of the Dallas Police Department will attend the 1955-56 Traffic Police Administration Training Program at the Traffic Inatitute as the first recipient of the Fred F. Florence Police Scholarship Award.

The new award is sponsored by the Republic National Bank of Dallas and is named for the bank's president, Fred F. Florence.

The award will be given annually to a Dallas police officer who meets the Institute's preliminary requirements for admission to the nine-month training program and who is declared eligible by the Selection Board to attend as a tuition-paying student. The award will cover the Dallas officer's tuition.

The Kemper Foundation for Traffic Safety annually offers sixteen $1,650 fellowships and sixteen $675 scholarships to police officers for the nine-months course. Under the Florence Award plan, the Dallas Police Department removes its officers from the competition for the Kemper Awards.

* * *

Among the major disasters of America listed in the 1955 edition of *Accident Facts*, the Galveston tidal wave of 1900 is tops in the number of deaths with 6,000.

Camera, upper right, is inside car

Putting It On Record

by

BILL CROWELL
North Carolina
Department of Motor Vehicles

(*From* Highway Highlights, *National Highway Users Conference, Inc.*)

LIKE PIONEER photographer George Eastman used to say about his famous Kodak, "You press the button—we'll do the rest," so it is today with members of the North Carolina State Highway Patrol. Except it's more likely a cruising trooper will press the button and get a traffic law violator on film.

In keeping with the State Patrol's policy of making use of the latest scientific facilities to sharpen enforcement of the traffic laws and cut down accidents, Tar Heel troopers began last year to photograph actual violations as they occur on the highways.

How patrolmen manage to do it is concealed in a specially designed 35mm camera bolted to the roof of their patrol cars. The instrument, rigidly protected by patent, was first used in law enforcement work on North Carolina highways.

Since mid-1954 two such equipped cars have rolled up more than 60,000 miles of patrolling with the cameras peering at violators.

Unwinding 100-foot cartridges of film at the rate of 16 frames per second, the electrically driven cameras "shoot" through the windshield to reveal graphically the offender's position on the road, weather and high-

At left, camera catches car crossing solid line; at right, car is shown traveling at 70 mph.

way conditions, road signs and pavement markings, and astonishingly enough, his rate of speed.

This lens legerdemain is accomplished by an optical arrangement within the camera that superimposes a police checked speedometer, watch, odometer, and a slot for the date on each negative as it is exposed. Examination of successive negatives, which may be projected on a screen, shows troopers how the suspect vehicle was being operated.

The patrolman-photographer doesn't have to be a professional picture maker. His equipment is versatile enough to allow him to make presentable photos in failing light and during inclement weather. In the trunk of his car he carries a portable development kit and can produce a negative within a few minutes, if necessary.

Tar Heel Motor Vehicle Commissioner Edward Scheidt heard of the versatile cameras at a truckers convention in Pinehurst, N. C. He was convinced after a 90-day trial that the cameras would help in his accident prevention program. So two of the devices were subsequently leased and, coincidence or not, road deaths by the end of the year had dropped to a new low for North Carolina.

"We do not claim this technique alone produced the decrease in fatalities," says Commissioner Scheidt. "But we are convinced that the cameras, intelligently used, are a valuable psychological enforcement tool and as such we are making intensive use of our camera cars."

No actual prints of violators in action have been used in court, according to patrol officials. Still, no one seems to want his picture taken—highway patrol style!

* * *

TAKE A LOOK AT THIS COMPARISON

Each motor vehicle using the streets and highways in the United States during 1954 carried an average of 2.5 passengers, and the gasoline consumption figure showed that approximately 550,000,000,000 vehicle miles were traveled. Therefore, a total of 1,375,000,000,000 passenger miles were covered by motor vehicles on U. S. Streets and highways last year.

Since 36,000 people were killed in traffic accidents during the year, automotive transportation established a record of 2.64 fatalities per 100 million passenger miles.

In comparison, however, domestic scheduled airlines in the United States experienced only 0.09 fatalities per 100 million passenger miles during 1954.

The ratio was 29 to 1! Thus, during 1954, you could have flown from New York to Los Angeles—nearly 3,000 miles—with about the same possibility of becoming a "pine box" statistic as during a motor trip of only 100 miles! —*Traffic News and Views*

Rates in Driver Improvement

by

GLENN V. CARMICHAEL

Assistant Director of Training

The Traffic Institute

SPORTS has its four-minute mile, 15-foot pole vault, 300-pin bowling, to name but a few performances of excellence which, when they are reached, the public recognizes and acclaims. Other activities have rates too, by which performance is judged.

Having a guide by which to measure performance is only natural. Most people, regardless of what they are engaged in, want to know how well they are doing as compared to a norm or some type of yardstick.

In the driver improvement phase of driver licensing, what standards are used? How can the administrator, the legislator, the public support groups know when a state is "above standard," or "equals" standard, or is "below" standard?

Also, what needs be done when conditions exist which prevent attainment of the desired level?

In the guidebook, *Driver Improvement Through Licensing Procedures*, published by the American Association of Motor Vehicle Administrators, a number of rates are suggested to the license official.

1. Case records of drivers reviewed by driver improvement officials and returned to file without action per hundred cases selected for review by file clerks. A high percentage means that adjustment should be made in the methods of selecting cases for review better to match ability to handle new ones.

2. Mandatory safety cases per hundred total cases. If this is high, a constructive job is not being done in discovering and helping problem drivers.

3. Investigations completed per hundred safety cases acted on.* A low percentage means that most of the action is either automatic or guesswork with little effort to find out why the driver is having trouble.

4. Safety suspensions and revocations per hundred total cases acted on for safety. This tells whether a good balance exists between extreme and less severe action.

5. Percentage of suspensions ended within one month tells whether suspensions are of nuisance length only.

*Interviews, review-examinations, special examinations or confidential field inquiries.

6. Reinstatements on hearings or appeals per hundred discretional suspensions. A high figure would show that errors are being made in procedure, in not dealing promptly and properly with drivers with bad records.

The guidebook also lists the following:

These rates are suggested for use by the administrator in news releases, budget hearings, etc., as being more readily understood by the average person.

1. Total number of safety cases acted on per year per thousand licensed drivers.

2. Number of safety suspensions and revocations per year per thousand licensed drivers.

3. Number of safety cases acted on per year per person killed in motor vehicle accidents.

4. Number of safety suspensions and revocations per year per person killed in motor vehicle accidents.

Thus, with the above, comparisons can be made from time to time to show whether a state is making progress in its driver improvement activity. Likewise comparisons between states can be made.

For the latter comparison, a special committee of AAMVA members working with National Safety Council officials proposed the following criteria to measure performance in the Annual Inventory for Traffic Safety Activities.

1. One hundred advisory or warning letters per 10,000 drivers.

2. Seventy special exams, interviews or hearings per 10,000 drivers.

3. Seventy drivers restricted per 10,000 drivers.

4. Twenty drivers placed on probation per 10,000 drivers.

5. Ninety suspensions and revocations per 10,000 drivers.

These rates are subject to many complicating factors—record keeping, interpretation of definitions and terms, accuracy of reporting—but these are factors present in most other rate-making activities. More research and development are urged for their refinement and improvement.

Meanwhile, it is suggested that the public, the legislature, and the traffic safety support groups be better informed as to these rates and steps be taken to provide the necessary procedures, manpower, and finances that are "musts" to bring performance up to "standard."

Michigan Police Training Manual on

Increased Officer-Violator Contacts

by

MAXWELL HALSEY

Executive Secretary, Michigan State Safety Commission

(*The author is a member of the Safety and Traffic Committee of the Michigan Association of Chiefs of Police and editor of six of the Association's training manuals*).

THE MICHIGAN Association of Chiefs of Police has pioneered the development of police traffic training manuals for local law enforcement agencies to achieve increased officer activity with some degree of uniformity. The following manuals have been produced:

Apprehension of Speeders (1948)

Checking of Brakes and Lights (1949)

Apprehension of Stop Sign Violators (1950)

Apprehension of Traffic Signal Violators (1951)

Apprehension of Reckless Driving Violators (1951)

The Increased Officer-Violator Contact Plan (1955).

The general pattern of these manuals has been to select a single clear-cut violation representing one of the most important and most common enforcement problems. The manual then is written in brief form for use at extended roll-call periods or at 30-to 60-minute training sessions.

Whenever possible the training utilizing the manual is launched as a part of a state-wide emphasis program (the Michigan predecessor of "Operation Safety" at the state level which combines public education and enforcement). This has the advantage of presenting a subject of unusually high interest to officers because of the public education barrage being directed at the same subject. They are likely to respond well to the training since they reason the public will expect more enforcement on the subject. This is especially important to officers taking refresher training through the manual.

Under this plan, the police administrator is in a favorable position. Having talked publicly about the importance of the violation and the need for more enforcement, he is able to say that his men have been especially trained in advance of the increased enforcement program. This implies not only more enforcement but better enforcement.

Among the Michigan training manuals four of the six charges on the uniform ticket have been covered—speed, stop signs, traffic signals, and reckless driving. The Association plans to complete the series by develop-

ing manuals on passing, right turns and left turns. All six will then be consolidated into a single manual as a part of the Michigan Uniform Enforcement Policy.

The most recent Michigan manual, *The Increased Officer-Violator Contact Plan*, applies to all of the violations on the uniform ticket but only to the warning aspects. It was prepared by the Safety and Traffic Committee, composed of the following:

Chief George Paul, Flint, interim chairman; Chief Harold Caulkins, Hillsdale; Chief Verne Bailey, Grosse Pointe Woods; Chief Max Harroun, Big Rapids; Inspector James A. Hoye, Detroit; Inspector E. H. McConnell, Grand Rapids; Lieutenant Shirley Curtis, Michigan State Police; Gordon H. Sheehe, Michigan State College; M. W. Pletcher, Traffic Safety Association of Detroit, and the writer.

The greatest significance this manual can have is increased officer productivity. If followed within reason it can widen the scope of the officer's operation. By increasing the number of officer-violator contacts the enforcement pressure against potential violators can be substantially increased with the same manpower.

Wide Range of Officer Action: Traffic officers have always had to exercise individual judgment about traffic maneuvers they observe. Historically this has produced quite a wide range of officer interpretation and resulting action. To illustrate:

1. The violation is so extremely technical that the officer believes no action should be taken.
2. The violation is technical but the officer feels he should tap his horn and let the violator know he is there and has noticed it.
3. The motorist is right on the edge of violating or is threatening to violate so the officer merely pulls up to where the driver can see the marked police car.
4. The violation is seen and the officer believes he should give some instruction—such as tapping his horn, getting the attention of the driver, and then giving him a "slow down" or "take it easy" signal with his hand or hold up four fingers to show that the speed limit is 40 miles per hours.
5. The violation is only reasonably serious but the officer believes the offender should at least be stopped and given a verbal warning.
6. The violation is slightly more serious and the officer believes stronger enforcement action is required to have the desired effect. He stops the violator and gives him a written warning ticket.
7. The violation is still more serious and the officer believes much stronger action is required to restrain the offender from future violations. He stops the violator and gives him a citation.

8. The violation is so serious that the officer believes the frown of the judge in court, plus a fine, is needed as being more forceful than the mere frown of a cash register in a violations bureau. He stops the violator and gives him the type of ticket requiring the offender to stand trial.
9. The violation is so extremely serious, such as drunk driving, that the officer believes he must not only stop the violator but take him forthwith to the police station.

This wide range of actions on the part of the officer is desirable once it has been fitted into some reasonable policy by the police administrator. To narrow the action of an officer down to a single action such as always issuing a ticket requiring the offender to stand trial would be as unrealistic and ineffective as for a druggist to stock only one kind of medicine. It would be certain to be too strong for some customers and too weak for others.

But the fact that there are as many as nine different actions does prove that the individual officer, while he still must always be called upon to exercise his best judgment, does deserve to receive some positive direction from the police administrator. This is what the police training manual, *The Increased Officer-Violator Contact Plan*, undertakes to do.

Characteristics of Warning Systems: An intelligent warning system, functioning under a carefully prepared plan representing the policy of a department, has the following characteristics:

1. All motorists will see a great many more offenders being stopped—a strong visual impression.
2. Officers will "see" a greatly increased number of driver actions which will qualify for a stop.
3. If officers can be trained to look for the "little ones" they can't miss seeing the "big ones," whereas if trained to look for the "big ones" they are less likely to see the "little ones."
4. If motorists find they can't get by with lesser degrees of violation they will be less likely to figure they can get by with more serious ones.
5. If a record of names of motorists stopped is maintained, more repeaters will be identified and treated at an earlier stage.
6. Offenders, motorists who witness "stops," and the public at large will consider the enforcement policy fair and more reasonable.
7. Close administrative controls are needed to prevent warnings being substituted in cases where motorists should stand trial. This points up the advantage of written warnings as an aid in officer supervision.

Limitations in a "Compressed Manual": Efforts to present training materials in extremely brief form always run the risk of oversimplification.

This manual actually contains only 1610 words. The following examples taken from the Michigan manual on warnings will serve to illustrate:

1. "It is impossible to reduce accidents without first reducing violations." This leaves out engineering approaches which make some types of violations less likely to produce an accident. It also omits types and degrees of violations.
2. "The head of each department should list the specific offenses which are to be used in launching the plan." This is intended merely to provide examples. It should not be interpreted as restricting the officer who still should use his individual initiative and judgment and take any reasonable actions he deems desirable within the policy of his department.
3. "Tires squealed on turn." With low pressure tires this could happen at very low speeds. Squealing is merely suggested as evidence for the "show off" or wrong type of "hot-rodder" who is roaring around and needs some enforcement treatment. It could also apply to "jack rabbit" starts.

This type of manual represents an administrative guide for uniformity of officer action. As between departments and individual officers it is just as important to achieve consistency and uniformity in one area as it is in another.

Enforcement Pressure: The warning plan in no way changes the time honored approach sequence of advising motorists what is expected of them and what will happen if they fail, followed by enforcement action leading up to action by the courts and the licensing agency. It undertakes to expand the enforcement pressure part of the driver control chain. In these days of increasing traffic volumes and increasing accidents with nothing like a corresponding increase in enforcement personnel, the most promising immediate safety pressure appears to be in the area of stopping more motorists under conditions where it can be made to appear reasonable. The opportunity to make more stops via the warning plan appears to be potentially much greater than via the increase in "go to court" type of tickets.

Actually, on a state-wide basis, little is known about the level of enforcement pressure. Michigan made a start on obtaining this type of information through a questionnaire on S-D Day enforcement activities which showed the following: (From midnight December 14 to midnight December 15, 1954):

1. 327 police departments stopped 10,315 motorists of whom 7,173 were warned and 3,142 sent to court.
2. 57 sheriffs' departments stopped 949 motorists of whom 802 were warned and 147 sent to court.

3. The State Police stopped 626 motorists of whom 363 were warned and 263 sent to court.

4. Thus 385 law enforcement agencies stopped 11,890 motorists of whom 8,338 were warned and 3,552 were sent to court—all within a 24-hour period.

The local police showed a ratio of over two warnings to every court case, the sheriffs a ratio of six warnings for each court case and the State Police a ratio of a little over one and a half warnings for each court case. Collectively the ratio was a little less than two and one half warnings for each court case. This is considerably less warnings than the ratio of ten warnings per arrest ticket which many police administrators believe a reasonably high ticket-fine enforcement index would make meaningful and effective.

Adjustments: The positive direction for individual officers given by a training manual and departmental policy on a basis of sound principles must naturally be adjusted for "non-average" and "non-typical" situations. The following are examples:

1. If a tolerance of 5 miles over the speed limit is adopted for the warning level then this will have to be upped in certain areas where the 25-mile speed limit for all business and residential districts does not fit—such as where the street is a divided highway or where it is unusually wide and only 51 per cent of the area has houses or business buildings.

2. A case where a motorist fails to clear the intersection on the yellow signal because the car ahead of him suddenly slowed down.

The Michigan Committee went through much of the above reasoning, which has been set forth to bring this particular manual into its proper perspective, but did not include it in the manual for reasons of brevity. Much of this reasoning would be stated by an instructor when using the manual in a training session.

TEXT OF THE MICHIGAN MANUAL

(*The actual manual is mimeographed on 8½ x 11 paper, folded to a six-page leaflet*).

Background Statement: The enforcement plan is based on the following known facts:

1. Over 90 per cent of all traffic accidents are caused by specific traffic violations.

2. It is impossible to reduce accidents without first reducing violations.

3. When enforcement increases violations decrease and, naturally, accidents decrease.

4. Increased enforcement must be preceded and sustained by an increase in public education to make it acceptable to the public.

Enforcement Problems: Common difficulties in increasing enforcement with the same number of officers are:

1. Increased regular tickets resulting in regular traffic fines are not always well received by the citizens of a community without a tremendous increase in publicity and public education.

2. If the department's standards, level, or tolerance as to when a violator is to be given a ticket are kept the same it is a little more difficult for an officer to find more such cases.

The warning plan helps overcome these two problems in the following ways:

1. Additional stops resulting in warnings rather than fines are more acceptable to the public than are additional stops resulting in regular tickets and regular fines.

2. By lowering the department's standards, level or tolerance as to when a driver is to be stopped for a violation (but only for warning purposes—not lowering the tolerance for regular ticket—fine stops) the number of actual (but lesser) violations which an officer will see on his regular tour of duty will be increased many fold.

Kind of Enforcement Pressure Against Violations: Motorists are deterred from committing traffic violations by a number of things and they all should be included in a well rounded enforcement program, such as:

1. The *number* of violators they see being stopped by a police officer. The mere fact that other motorists see the violator being pulled over to the curb or see a violator stopped with a police officer talking to him is a strong visual reminder that they had better not violate or they are likely to be stopped also.

Motorists who see a violator stopped will assume that the violator will be given a ticket and pay a fine in most instances. This assumption will continue as long as there is a sufficiently large number of tickets issued which do result in fines—especially if this is given continuing publicity in the newspaper. This assumption would naturally break down if too high a proportion of stops resulted in nothing more than a warning, especially if the number of tickets issued which actually result in a fine were to be reduced.

2. The *severity of changes* used. If motorists learn that a fair number of violators are charged with the most serious charges this will make them think twice before violating themselves.

3. The *dollar value* of fines paid. If fines assessed are ridiculously low motorists will not think much of it. But, if they read about "stiff fines" it will make them hesitate to violate.

4. The *certainty of action* by the court. If a motorist knows that if he gets a regular ticket, sure as death and taxes, he has to go to court and pay

a fine this is a strong deterrent against his violating. If he thinks he can get the ticket fixed or talk the judge out of a fine then he will not worry about traffic violations.

But if there is certainty of action by the court, if fines are reasonably high and if serious charges are used when they should be, then an increased NUMBER of motorists stopped (officer-violator contacts) will exert additional deterrent pressure against all motorists who are tempted to violate.

This warning plan is based upon the above reasoning which needs careful explanation to all police officers who are to participate in it.

DETAILS OF THE WARNING PLAN

The precise application of the warning plan in each community will have to be determined by each individual police department because there are bound to be different levels of public acceptance in each different community.

Elements of the Warning Plan: The following are separate points to be kept in mind:

1. All police officers of the department should receive training on the warning plan before it is launched.

2. The head of each department should list the specific lesser offenses which are to be used in launching the plan.

3. There should be an advance build-up through newspapers and radio (where possible) pointing out that violators are going to be stopped when observed by police officers.

4. The plan should be launched on a specific date so that there can be no uncertainity on the part of the public as to when it is to begin.

5. The warning plan will then continue indefinitely as a permanent sound enforcement policy but at a reduced level of intensity which each police department will continually adjust on a basis of its enforcement and accident records.

6. It must be made very clear to the officers that they are expected to find just as many regular standard brand violations for which they have normally been giving tickets resulting in fines—as they usually do.

7. The warning stops are in no sense a substitute for regular ticket stops. They are *in addition* to such stops.

Types of Warning Stops: To maintain the sound principles of selective enforcement, officers should look first for the lesser degrees of violation of the SIX PRINCIPAL VIOLATIONS which are printed on the Michigan Uniform Ticket. Typical warning stops for these are:

Speed. Stopping motorists for going five miles over the speed limit (instead of ten miles over the limit which may be the tolerance customarily used by most departments for "ticket fine" cases).

Left Turn: Failure to give a hand or automatic signal in a situation where this obviously confused some other driver. Failure to get *all* the way over into the left hand lane before turning. Cut the corner a little but not severely. Tires squealed on turn.

Right Turn: Failed to give a hand or automatic signal in a situation which obviously confused another driver. Failed to get all the way over into the right hand lane before turning. Tires squealed on turn.

Traffic Signal: Got caught before reaching the middle of the intersection when yellow turned to red and had to finish the crossing on the red signal—but not where a car ahead held him up and prevented him from finishing his crossing on the yellow.

Stop Sign: Stopped at the wrong place—usually beyond the stop sign, especially in a crosswalk. Second or third car in line who failed to stop. Case where driver creeps by sign at speed of a walk but does not actually stop.

Passing: At intersection where car or truck blocks his vision from car or pedestrian coming either from his right or left. Cut in a little making other car give way.

In general these stops would not be made unless there were some condition present such as darkness, slippery pavement, other traffic present, or unless the violation had some effect on other traffic such as to make a car slow down, turn aside, skid to a stop.

These 14 cases by themselves should occur frequently enough so that most officers should be able to find enough to stop for warnings so that their total number would be about ten times as many as the regular stops they also make for "ticket fine" cases. With motorists seeing ten times as many motorists stopped—after advance warning—the visual effect of this should be considerable.

Each chief may wish to change some of these cases or substitute or add to them to give him the pattern which best fits his own community.

Types of Warnings: The 165 Michigan police departments using the Michigan Uniform Ticket which lends itself to the "Written Warning System" (in which the warning class violator gets the regular ticket and makes the regular trip to court or violations bureau where his prior record determines whether it results in a warning or not) may wish to use nothing but written warnings by simply expanding the use of their regular written warning system. Or, they can draw some administrative line so that those cases even less in degree than those commonly used for a written warning would result in a verbal warning.

Officer's Statement to Violator: "You are being stopped because you committed a traffic violation (name violation). While it was not an extremely serious violation we are stopping all motorists for violations no matter how minor. This is only a warning. Won't you please drive a little more

carefully." (This statement would have to be changed if a written warning system were used where the file would determine whether it would be a warning or a fine.)

Naturally, each officer would make the statement in his own words.

Reducing Small Violations Helps to Cut Big Violations: Stopping motorists for less serious violations will help to prevent motorists who now commit minor violations from later committing more serious ones. It will also detect more motorists who are driving on an expired license or driving after their license has been suspended or denied.

Checking Driver Licenses: The driver's license should be checked carefully on all warning stops. With ten times as many stops this should turn up ten times more cases of motorists driving on an expired license, a suspended license, no license, a refused license, or a restricted license (to day driving, to and from school, with glasses or other aids) etc. Any case found should be checked carefully.

Set December 1 as S-D Day

THE nation's second "S-D Day"—Safe Driving Day—has been set for December 1, 1955.

As in 1954, it will be sparked by the President's Committee for Traffic Safety and will have the active support of literally thousands of local, state, and national organizations.

Intensive publicity will precede S-D Day for 10 days and it is hoped that activities will carry on for at least 10 days after December 1. Governors and mayors have been asked to appoint state and local S-D Day directors to activate the programs.

Assurance of participation by President Eisenhower in the nationwide safety program was announced recently. The promise of White House support was given in a letter from the President to Harlow H. Curtice president of General Motors Corporation and chairman of the President's Committee. In it the President said:

"It is gratifying to read in the report of the Committee for Traffic Safety that progress has been shown in making streets and highways safer for the American people. I am in accord with the determination of your Committee to broaden its work in stimulating effective community action throughout the country.

"The Special Message on Highways, which I sent to Congress on February 22, 1955, was motivated in large part by a recognition of the urgent need we have for improved highways as a factor in saving lives.

"In the hope that we shall be able to insure the safety of our families and fellow citizens, I shall be happy to participate in a safety campaign beginning on November 20, 1955, and culminating in S-D Day on December 1."

Accident Toll

Traffic Deaths Skyrocket in July

TRAFFIC DEATHS skyrocketed in July, according to the National Safety Council.

The death toll was the highest for any July since 1937—higher even than in the record year of 1941.

Traffic deaths in July totaled 3,340—up 11 per cent from July of last year. It marked the fifth consecutive month this year to show an increase over the corresponding month of 1954, the Council's report revealed.

At the end of seven months, the total of traffic deaths stood at 19,840—an increase of 4 per cent over the comparable period of 1954.

Travel figures are available only for the first six months of the year, the Council said. For that period deaths were up 2 per cent while mileage was up 7 per cent. Thus the mileage death rate (deaths per 100,000,000 vehicle miles) of 5.7 was the lowest on record for this period.

All 48 states reported for July, and of these only 18 had fewer deaths than for last July. For seven months, only 13 states had fewer deaths. They were:

Arizona	−22%	Maryland	− 3%
Idaho	−12%	Wyoming	− 3%
Minnesota	−10%	Missouri	− 2%
New Mexico	− 9%	Florida	− 2%
Nebraska	− 4%	Alabama	− 2%
Arkansas	− 4%	Iowa	− 2%
		Wisconsin	− 1%

The sharp increase in July deaths occurred primarily in rural areas. Among 506 reporting cities, deaths were up only 2 per cent in July, and they were down 1 per cent for seven months.

However, only 83 of the 506 cities had decreases in deaths in July, while for seven months, 178 still had decreases. Of the 178, the following have populations of more than 200,000:

Tampa, Fla.	−63%	Worcester, Mass.	−27%
Seattle, Wash.	−48%	St. Louis, Mo.	−26%
Syracuse, N. Y.	−45%	Milwaukee, Wis.	−26%
St. Paul, Minn.	−42%	Cleveland, Ohio	−20%
Memphis, Tenn.	−40%	Kansas City, Mo.	−20%
Dallas, Tex.	−29%	Oakland, Calif.	−20%
Rochester, N. Y.	−29%	Norfolk, Va.	−20%
Akron, Ohio	−28%	Jacksonville, Fla.	−15%

Washington, D.C.	−14%	Indianapolis, Ind.	− 8%
Boston, Mass.	−11%	Chicago, Ill.	− 7%
Birmingham, Ala.	−11%	Toledo, Ohio	− 3%
Detroit, Mich.	− 9%	Philadelphia, Pa.	− 3%

Of the 506 cities, 374 had perfect records in July. The three largest were St. Paul, Minn. (311,300); Norfolk, Va. (213,500), and Salt Lake City, Utah (182,100).

For seven months, 147 of the cities still had perfect records, the three largest being Lincoln, Neb., (98,900); Winston-Salem, N. C. (87,800), and Sioux City, Iowa, (84,000).

At the end of seven months, the three leading cities in each population group, ranked according to the number of deaths per 10,000 registered vehicles, were:

	Reg. Rate		*Reg. Rate*
Over 1,000,000 Population		200,000 - 350,000 Population	
Detroit, Mich.	3.0	Norfolk, Va.	0.9
Philadelphia, Pa.	3.5	Rochester, N. Y.	1.3
Chicago, Ill.	3.6	Oklahoma City, Okla.	1.3
750,000 - 1,000,000 Population		100,000 - 200,000 Population	
St. Louis, Mo.	2.4	Arlington, Va.	0.4
Cleveland, Ohio	2.5	South Bend, Ind.	0.6
Washington, DC.	2.5	Tulsa, Okla.	0.8
500,000 - 750,000 Population		50,000 - 100,000 Population	
Seattle, Wash.	1.0	Orlando, Fla.	0.0
Dallas, Tex.	1.8	Lincoln, Neb.	0.0
Minneapolis, Minn.	1.9	Winston-Salem, N.C.	0.0
350,000 - 500,000 Population		25,000 - 50,000 Population	
Denver, Colo.	1.8	Tucson, Ariz.	0.0
Kansas City, Mo.	1.9	Muskegon, Mich.	0.0
Indianapolis, Ind.	2.0	White Plains, N.Y.	0.0

10,000 - 25,000 Population

Casper, Wyo.	0.0
Kingsport, Tenn.	0.0
Monroe, Mich.	0.0

THEFT PREVENTION IN CONNECTION WITH TRAFFIC ACCIDENTS

Protecting Property is a Primary Police Responsibility

24.010—You are usually in command of activities at the accident scene, and therefore responsible for protecting property from further damage or theft. Even when a coroner or medical examiner is technically in charge of the scene of a fatal accident, you, more than anyone else, are expected to prevent theft. You have a moral obligation to the persons involved who look to you for protection. However, if the owner or some responsible agent of his, such as a passenger or insurance agent is present and able, the responsibility, particularly for personal property and vehicle equipment, is primarily his.

24.020—Theft prevention, as well as other phases of keeping the accident from getting worse, are important but not the principal reason for your presence at the scene. You are there primarily to investigate; to get facts and figure out how and why the accident happened. Nevertheless primarily urgent duties including theft prevention must not be neglected Some fact getting can be done while you are taking steps to keep the accident from getting worse.

24.030—In most minor cases, no theft prevention steps are necessary, because the participants are quite able to take care of their own property. In more serious cases, you must, as always, decide what is most urgent to do and do that first. For example you may have to put off theft prevention while you take care of the injured, although you can often do both at the same time. You probably should take care of someone's personal belongings before final examination of the vehicle. If a heavily loaded bus is involved and passengers' luggage is scattered about, theft prevention has high priority after fire prevention and attention to injured.

24.040—Theft prevention measures ordinarily require very little time and trouble, and are usually well worth whatever effort you put on them. Your responsibility is greater when the value of the property or the possible loss is great. If something is stolen when police are present, the officers are called negligent. Sometimes they are even accused of the theft.

What Is Likely to be Stolen

24.110—Theft in connection with traffic accidents is usually done by persons who happen on the scene; bystanders or curious drivers who stop to see what is going on. They do not come for the specific purpose of stealing. The theft is not planned. They see something lying nearby and decide that it would be nice to have it. They merely take advantage of a tempting opportunity. Sometimes those who

offer to be helpful, to take someone to a hospital for example, or one who asks a lot of questions about the accident, may have an eye on some desirable article.

24.120—Here are examples of things that are most commonly taken from vehicles and persons in accidents:

From truck cargoes:
- Clothing
- Food
- Beverages
- Cigarettes
- Small machines, such as typewriters
- Small articles of furniture such as lamps.

From passenger vehicles:
- Luggage
- Tools
- Cameras
- Fishing Tackle
- Golf Clubs
- Brief cases
- Clothing

Equipment from vehicles:
- Accessories which are easily removed, such as radiator ornaments, dual exhaust pipes, hub caps or rims
- Radio
- Spare tires
- Tools
- Mirrors
- Seat cushions
- Spot or Fog lights

From persons:
- Wallets and purses
- Money
- Jewelry
- Clothes

When is Theft Most Likely to Occur?

24.210—Theft can occur any time there is anything of value at the scene. Here are some possible elements of situations which are conducive to theft, particularly if several of the elements are present in the same accident:

There are *too few officers present* to handle emergencies and other matters and take precautions against theft at the same time.

Large crowds are gathered about and there is a lot of confusion. Generally, many students or youngsters warrant added caution, particularly in blighted or poor areas.

Vehicles have been standing for sometime as, for example, those left standing when you have completed the investigation. You may not have reached the scene for sometime and no one else is around to prevent theft.

Participants are unconscious or dead and unable to protect their own belongings.

Equipment is easily taken from the vehicle when doors are torn off or jammed open or can't be locked, parts are broken off, windows are broken, or trunk lids are sprung.

Cars are loaded with personal belongings, a situation most likely to involve tourists and out-of-state vehicles.

Things are scattered about and it is difficult to keep an eye on them or gather them up in one place. This is most likely when trucks are damaged.

Don't overlook the possibility of theft by persons including tow-truck operators, when *en route from the scene to storage*. Theft may occur *while in storage*, at the garage or pound, particularly when these places are not well known to police.

At night theft is easier than during the day.

How to Prevent Theft

24.310—The first thing to do, especially if you are going to be busy for a while with other matters, is to warn drivers and owners of the possibility of theft. Tell them to keep an eye on their own belongings. Simply say something like, "Better watch that camera. Someone might pick it up."

24.320—You can often help further by giving advice on how to protect the property after giving initial warning. For example, advise the driver whose belongings are scattered about to "Pick them up and put them in my

Photo by M. B. Crampton, Indiana State Police

Exhibit 24-1. Vehicle contents like these are a strong temptation for petty thieves.

car for the time being." Enlisting the help of the owners or those in charge of the property not only helps to prevent theft but relieves you of some of the responsibility. In addition, giving participants something to do may help prevent their worrying about other troubles and keep them occupied for a while if you wish to go about some other phase of the investigation.

24.330—Turn property over to a friend or associate of the owner at the scene, but be certain that this person is really who he claims to be! If the responsible persons cannot guard their possessions, and you are very busy with other activities, try to persuade someone else at the scene to take the responsibility. Be careful whom you select for this job. Do not pick a hitch-hiker, for example, or an irresponsible boy. Seek someone who appears to be dependable and who is identifiable, that is, someone you can locate later if necessary. He might be a passing bus or truck driver, a resident of the neighborhood, or a witness whose name you have recorded.

24.335—One theft often leads to another. For example, a truckload of fruit in boxes tips over. Twenty people are present. Someone helps himself and others see him. Then everybody helps themselves. This kind of situation is hard to control if you let it

Photo by W. P. Johnson, Minnesota Highway Patrol

Exhibit 24-2. Situations like this may be hard to control. If someone picks up the first candy bar it likely will lead others to do so until the entire cargo is gone.

get started. Don't let the first person get away with it!

24.340—Remove the temptation to steal whenever possible. Keep theft from being easy by, for example, posting guards, gathering property together, closing car doors and trunk lids, locking things up, usually in cars.

24.345—Take care in parking your own vehicle at the scene. In rare cases, it or its contents may be stolen. Never leave the keys in the ignition switch, and, as a rule, lock the car so none of your equipment will be taken.

Police cars have been stolen when they stopped to investigate an accident to a car in which criminals were making an escape. While police were investigating, the criminals simply drove off in the police car.

24.350—Preventing theft from truck cargoes. Remove keys from the ignition. Then, if truck doors are not broken, close and lock them, including those on the cab unless you soon expect to put something in for safekeeping. When cargo is jolted out, have the driver, if able, put it back in the truck. Even if the truck is open or can't be locked, put valuable property back into it, or pile it near the vehicle so it is easier to keep track of. If you have time and it won't interfere with the investigation, help the driver replace the cargo. You may

also ask someone else to help him. This not only helps protect the property, but creates a good impression of the police.

24.355—It may be necessary to:

1. Have another truck sent to pick up the cargo.
2. Have truck towed to a safe place.
3. Ask your department or the truck owner to send a guard.
4. Stand guard if there is no other alternative and you are free from more urgent duties. You may complete reports while waiting.

Suggest these possibilities to the driver if he hasn't already thought of them. Tell him to notify his employer as quickly as possible if there is much damage or if there will be considerable delay. If the owner cannot be located, a representative of the insurance company will usually take charge. In fact, some drivers are instructed to call a local representative of the insurance company. If the driver is unable to handle the situation and no one else is around to do so, call your headquarters for instructions. Do not leave a valuable truck and cargo unattended. Remember, however, that you may be held liable for towing or truck rental charges if you arrange for such services without first getting authorization from the trucking company or your headquarters.

24.360—Some trucks are equipped with automatic alarm systems which sound a siren when disturbed. If such an alarm is set off in the accident or during theft following it, you can contact the local office of the alram company to have it fixed. A sign on the rear door of the truck usually tells you the name of the alarm company.

24.365—Preventing theft of vehicle contents and equipment. Put everything inside and lock the doors or at least close them so tempting articles are hidden. Have the vehicle moved to a safe place as soon as possible, particularly in neighborhoods where theft is likely. When you take the responsibility of having vehicle moved or take contents into custody, fill in the inventory form as shown in Exhibit 24-3. Do not open locked glove compartments or trunks.

24.370—Preventing theft from injured or dead persons. Even when doctors or ambulances are present you are responsible for property of injured or dead people and must do what you can to prevent it from being stolen. It is easy for bystanders or volunteer helpers to be tempted by an expensive watch or ring. Know what the policy of your department is with respect to taking property from injured or killed persons into custody. If your department allows it, remove property but be careful that you do not cause further injury. It is better to risk theft than to cause additional injury. If a doctor is present, and he has time, ask him to remove rings or watches or things from pockets for you. He may also sign the inventory form as a witness. If your department does not allow removal of property from persons, you must, of course, leave it. Often some official is at the hospital or morgue to take charge of it. If you remove property be certain to identify it belonging to a particular person. Do not just shove it into your pocket without a witness. You may be accused of theft. Place it in an en-

velope or small box, and label it with the owner's name and the location of the accident. Be certain to obtain *all* property from the person except when removing rings, watches, or billfolds may cause added injury. This is to protect you against a claim that you took something else. If you impound everything, you know exactly where all the property is and, especially if a witness sees you, can refute a claim that some other property is missing. Take the envelope to your station or another appropriate place, and turn it over to the proper custodian in your department.

The Inventory Form

24.410—The purposes of such a form are, of course, to protect you against charges of theft or negligence, and to insure that property is returned to owners in the same condition. Use any form your department provides for the purpose. The one shown in Exhibit 24-3 is designed especially for the purpose. If you have no form, any paper such as a sheet from your notebook will do if it is properly identified. An inventory form is needed any time you have the responsibility of having vehicles moved and stored or whenever you take personal property into custody.

24.430—Complete the form in duplicate when vehicles are towed: one copy to tow-truck operators and one processed in your department. The latter is usually filed with other records of the accident until the case is settled. Only the original copy is necessary when personal property is taken into custody.

24.440—When personal property alone is taken in custody you need fill in only:

1. The *event* section at top right.
2. *Why taken in custody, location of owner,* and *location of property,* at top left.
3. The column headed *property from persons.*
4. The appropriate boxes for signature at bottom.

The owner of a vehicle you ordered towed may be the owner of personal property which you took into custody. If so, write, "same" in the NAME box at top of *property from persons.* It is not necessary to fill in *address* and *phone number.*

24.450—Count carefully the exact amount of money taken. Enter all items in the form except those with value less than $1.00. Enter also certain papers which may be of value to the injured.

24.455—In the *equipment of vehicles* column state the number of tires you can see. If the trunk is locked do not open it to see if spare is inside. Make a note like the one in Exhibit 24-3.

24.460—At top of *property from vehicle* column, describe any luggage, cases or packages taken into custody. This includes brief cases, paper-wrapped bundles, and the like. If you do not check the *empty* or *locked* column, it means that the item had contents and was locked. Also check whether the glove compartment and trunk were locked or unlocked. If locked you need not open either to inventory contents.

PROPERTY TAKEN INTO CUSTODY

OWNER OF VEHICLE: Paul V. Mearing — PHONE NO.: Hilton 40925
ADDRESS: 803 Riverside Drive, Hilton, Va.
VEHICLE Make, year: Ford '55 — VEHICLE Registration number: 204-026
LOCATION OF VEHICLE: Al's Garage Cor. 4th & Main — DRIVER Name and location: Orville Jones Hospital City
WHY TAKEN IN CUSTODY: Driver Injured — LOCATION OF PROPERTY: Headquarters

EVENT: ☑ Accident ☐ Violation — NUMBER: 406623 — CASE OR FILE NUMBER:
ON (Street or road): Jackson St.
AT (Intersection with or distance from): Lehigh St.
IN (City, County): Bluefield
HOUR: 9:45 m. — DAY: 21 — MONTH: May — 1955

Equipment of Vehicle

TIRES Number including spare: 4 - Trunk Locked
HUB CAPS: 4 — WHEEL RIMS: 0
☑ Radio ☑ Heater
☑ Clock ☑ Lighter
☐ Cushions ☐ Horns
☑ Rear view mirror
☐ Side view mirror
EXTRA LIGHTS: ☐ Spot ☐ Fog ☐ Other
TOOLS: ☐ Jack ☐ Jack handle ☐ Wrench ☐ Other
Describe general condition of vehicle, give damage if not in accident report:
R Front fender dented
RF Headlight Smashed
bumper bent
no other damage

Property from Vehicle

Describe BUNDLES, BRIEFCASES, SUITCASES, CASES KITS,	Carry	Locked
Leather Suitcase	✓	
Golf bag		
Trunk		✓
Glove compartment		✓

LOOSE CLOTHING	Number
Suits, mens, womens	
Coats, rain, top, over	
Dresses, slacks, skirts	
Shoes, boots	
Hats	1
Other Jacket, wool	1

☐ CAMERA Make, type
☐ TOOLS Describe
SPORTS EQUIPMENT: ☐ Tennis ☑ Golf ☐ Fishing ☐ Other
☑ OTHER thermos bottle

Property from Persons

NAME: Orville Jones — PHONE NO.:
ADDRESS: 967 Ames Ave. Hilton, Va.
CURRENCY $: 7.28 — KEYS Number: 6
RINGS Number: 1 — OTHER JEWELRY Pieces:
☑ Wallet ☐ Purse
☑ Watch ☐ Lighter
☑ OTHER Eye glasses

NAME: — PHONE NO.:
ADDRESS:
CURRENCY $: — KEYS Number:
RINGS Number: — OTHER JEWELRY Pieces:
☐ Wallet ☐ Purse
☐ Watch ☐ Lighter
☐ OTHER

	Vehicle	Property	Date	Time
Taken into custody by	Willard Hipps	Dick Macy	21 May '55	9:15 A.M.
Witness		George Bump		
Property held by	Warren Curnette	Lt Jack Shearing	21 May 55	2:15 p.m.
Returned to				

Form 1477 11-54 Traffic Institute

Exhibit 24-3. The form for recording property taken for safekeeping. It may be used also for impounded vehicles.

University of Michigan
General Library
Ann Arbor, Michigan RD

24.480—Signatures:

1. *Taken into custody* means, under *vehicle* the name of the tow-truck operator or his employer. Use this only if you arrange for removal of the vehicle on your own responsibility. Under *property*, the officer who takes property into custody will sign. If owner requests that personal property be left in the vehicle, have tow-truck operator sign both *vehicle* and *property* blanks. Also state the time.
2. *Witness* will sign only when property is taken into custody. This is a verification of the list made by the officer. Have an identifiable witness sign. Only one *date* and *time* notation is necessary in the first two columns.
3. *Property held by* refers to whomever is in charge of the garage where the vehicle was taken or whomever the personal property was turned over to at the station for safe keeping. Two *date* and *time* notations may be necessary if *property* and *valuables* went to separate places.
4. *Returned to* is space for the owner to sign when his property is returned. His signature constitutes a receipt for it.

24.490—Be sure that owners or their appropriate agents are notified as soon as possible as to the *whereabouts* of their property, *when* and *where* they can be called for, and *who* to see to claim them.

When you are Accused

24.510—Two kinds of accusation may be brought against you during the investigation or sometimes after it. One is that, through your negligence, something was stolen, and the other is that you stole it. In either case remember that the accuser is probably upset by the accident. He may be confused and have forgotten that he gave the article to someone else to keep or that he did not have it along in the first place. Do not get angry. If you know where it is, explain that you or another officer took it into custody or that another took it for safe-keeping, such as a passenger in his vehicle. Being able to tell the owner where his things are is the result of pains you have taken to protect the property.

24.520—If you don't know anything about the missing property simply explain your situation: that you were busy with the investigation, that there were emergency matters to handle, or that you did everything you could under the circumstances. Suggest to him any steps you can that he might take to locate the property. Say to the accuser, "I will report the loss to my superior and an investigation will probably be made."

24.530—To protect yourself try to remember as much as possible about what you did during the investigation so you can explain to the accuser or your superior why you could not have taken the property. When explaining what happened, say something like:

> "I'm sorry your suitcase was taken. Have you looked around to see if it was not just moved to another place? Maybe one of your friends took it? We've been busy here and it probably disappeared during the confusion after the accident. Give me a description of the suitcase. I'll turn it in to the department and see what can be done about it.

Give the description together with leads on any suspects to the proper person in your department.